

## **MICHIGAN AERONAUTICS COMMISSION**

Minutes of Meeting  
Lansing, Michigan  
March 29, 2007

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Pursuant to Section 31 of Act 327 of the Public Acts of 1945, the Commissioners of the Michigan Aeronautics Commission (MAC), created by said act, met in the Michigan Aeronautics Auditorium, 2700 E. Airport Service Drive, on Thursday, March 29, 2007, commencing at the hour of approximately 10:00 a.m.

### Members Present

James Collins, Chairman  
Joyce Woods, Vice Chair  
Terry Everman, Commissioner  
Sidney Adams, Jr., Commissioner  
J. William Prochazka, Commissioner  
Leon Hank, Designee - MDOT  
Mindy Koch, Designee – MDNR  
Daniel Atkinson, Designee - MSP  
Rob Abent, Commission Director

### Members Absent

Richard Elliott, Designee – DMVA

### Also Present

Ray Howd, Assistant Attorney General

### Staff

Barbara Burris, Executive Division  
Rick Hammond, Airports Division  
Pauline Misjak, Aviation Services  
David Baker, Airports Division  
Linn Smith, Airports Division  
Matt Brinker, Aviation Services  
Gerry Edwards, Aviation Services  
Mark Noel, Airports Division

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A list of all others present is attached to the official minutes.

## I. OPENING REMARKS

The March 29, 2007, Aeronautics Commission meeting was called to order by Chairman James Collins at 10:10 a.m. He welcomed all in attendance. He noted the two substitutions present at the head table, Leon Hank and Raymond Howd, sitting in for Commissioner Steudle and House Counsel Pat Isom, respectively. He also noted the absence of DNR Commissioner Elliott.

Preliminary to the official business of the Commission, the Chairman announced that the MAC had received a request from Angel Flight Mid-Atlantic to provide a forum for recognizing three “outstanding pilots in the aviation community.” He called on Mr. Ron Osman, a Grand Ledge pilot, to make these presentations.

## II. PRESENTATIONS

### A. Angel Flight Awards

Mr. Osman, a former affiliate of the Angel Flight organization, expounded on the selfless contributions of pilots who donate their time and aircraft to help those in need. He remarked that this activity is good for general aviation and provides an opportunity for pilots to give back to the community.

He called on Naomi and Randy St. Julien. He noted that Mr. and Mrs. St. Julien have been flying for Angel Flight for several years and serve as ambassadors for Angel Flight Mid-Atlantic. Plaques were presented and photographs taken of the St. Juliens receiving their “2006 Community Representatives of the Year” award (applause).

Mr. Osman next called Dick Lawrence to the podium. Mr. Lawrence, he noted, started his own organization, known as “Kid’s Wings” to benefit children. Mr. Lawrence “has been a go-to man” for numerous flights over many years. Mr. Lawrence was presented a plaque with the inscription “Michigan’s Finest Pilot – 2006.” Photos were taken (applause).

Mr. Osman identified the five organizations in Michigan that provide flights at no charge to people in need of medical treatment: Angel Flight of Michigan; Volunteer Mercy Pilots; Wings of Mercy East and Wings of Mercy West; and Northwoods Air Life Line. Michigan, he noted, has more of these organizations than any other state and averages 500-600 trips per year flying patients, standing by for transplants, moving organs and tissues, et cetera. He thanked the Commission for providing the opportunity to honor these extraordinary individuals.

The Chairman called on Mr. David McKenzie, proprietor of McKenzie's Landing in Howell, to present a request to enshrine the aerobatic aircraft "Superstar," flown by Henry Haigh, II, World Aerobatic Champion pilot.

B. Enshrinement of the "Superstar"

Mr. McKenzie commenced with introductions of his companions in attendance: Nancy McKenzie, his wife; Barbara Hague, wife of Henry; and Henry Hague, II.

Mr. McKenzie's presentation is paraphrased as follows:

Henry Hague is one of only three Americans to ever win the World Aerobatic Championship. Of the three, he is the only survivor.

At this juncture, Mr. McKenzie shared a video of Mr. Hague performing aerobatic maneuvers in the "Superstar" at an EAA conference in Oshkosh, Wisconsin, some years back. Applause followed.

Following the video, Mr. McKenzie embellished on the aerobatic career of Henry Hague, II.

Henry Hague flew in more World Aerobatic Championship contests than any other American pilot and flew in the World Aerobatic Championship contests nine times. With few exceptions, world contests have been held every two years since 1960. Mr. Hague has flown in more World Aerobatic Championship contests than any other person alive.

Mr. Hague is a resident of Michigan and founder of a company known as Hague Industries.

Mr. McKenzie asked whether there were any questions of Mr. Hague.

At this juncture, the Chairman interjected that a resolution had been prepared regarding the enshrinement of the "Superstar" for the Commission's consideration (he read from the prepared resolution):

RESOLUTION  
IN SUPPORT  
OF ENSHRINEMENT  
OF THE "SUPERSTAR"  
IN THE  
SMITHSONIAN NATIONAL AIR & SPACE MUSEUM

Whereas, Henry Haigh, II, is the only survivor of the three American World Aerobatic Champions and was honored with induction in Michigan's Aviation Hall of Fame in 2000; and

Whereas, Mr. Haigh, born in 1924 in Ann Arbor Michigan, began flying in competitive aerobatics in the 1960s, and was a member of every U.S. Aerobatic Championship team between 1976 and 1990; and

Whereas, in 1973, Mr. Haigh designed and began construction of an aerobatic airplane that he called "Superstar"; and

Whereas, Mr. Haigh won the U.S. Aerobatic Championship in 1980, competed in five World Aerobatic Championship competitions and, at the age of 64, won the World Aerobatic Championship in "Superstar" in 1988; and

Whereas, Mr. Haigh flew the "Superstar" in more World Aerobatic Championship contests than any other American-designed and constructed airplane, and was inducted into the International Aerobatic Club "Hall of Fame" in 2000; and

Whereas this unique and superlative aircraft has been graciously offered by Mr. Haigh to the Smithsonian Air & Space Museum in Washington D.C.; now, therefore,

Be it Resolved that the members of the Michigan Aeronautics Commission proudly endorse the enshrinement of the "Superstar" in the Smithsonian National Air & Space Museum and request that all due consideration be given to the enshrinement of the "Superstar."

The Chairman called for a vote in favor of the resolution. By unanimous voice vote, the MOTION CARRIED.

The original of the resolution will be signed by the Chairman and the Director of the Michigan Aeronautics Commission and forwarded on to the Smithsonian National Air & Space Museum (applause).

## II. COMMISSION BUSINESS

### A. Minutes of January 24, 2007

Proceeding to the first order of business, the Chairman referred the members to Exhibit A in their notebooks, the minutes of the meeting held January 24, 2007, and asked whether there were any changes or corrections.

Commissioner Woods pointed to an error in the minutes as regards the date for the September 2007 meeting. The original minutes will be corrected to read September 19, as opposed to September 13.

Following that notation, the Chairman entertained a motion to approve the Minutes of January 24, 2007.

Whereupon it was moved by Commissioner Adams, with support from Commissioner Woods, to approve the Minutes of January 24, 2007. By unanimous voice vote, the MOTION CARRIED.

The Chairman called on Funding Manager David Baker to present the 41 projects pending Commission approval.

B. Federal/State/Local Projects

Airport Name & Associated City/County	Project Description	Federal \$	State \$	Local \$	Total \$
Lenawee County Adrian	Land acquisition for runway protection zone and approach protection	300,000	65,625	9,375	375,000
Alpena County Regional Alpena	Reduce wildlife habitat, improve storm drainage; purchase SRE equipment; terminal improvements	1,387,000	36,500	36,500	1,460,000
Huron Co. Memorial Bad Axe	Design of hangar area site development	26,320	5,757	823	32,900
W.K. Kellogg Battle Creek	Land acquisition and relocation costs for Parcel 150 (Kellogg hangar) phase II	2,241,060	153,471	61,399	2,455,930
Antrim County Bellaire	Approach clearing and fuel farm improvements	32,349	51,491	3,349	87,189
Roben-Hood-Big Rapids Big Rapids	Design of 10-unit t-hangar, hangar demolition, SRE building, T-hangar taxiway, rehabilitation of entrance road & terminal parking area, windcone, paint marking, AWOS power feed relocation and sanitary sewer for terminal	44,800	9,800	1,400	56,000
Charlevoix Municipal Charlevoix	Land Acquisition - Rwy 4 Approach; ALP Update - Phase II; Environmental Assessment for runway length change	923,400	24,300	24,300	972,000
Cheboygan County Cheboygan	Wetland delineation for runway 16/34 improvements	4,800	1,050	150	6,000
Clare Municipal Clare	Design of runway 4 threshold relocation and SRE building; SRE specifications	18,000	3,937	563	22,500
Branch County Memorial Coldwater	Design for the rehabilitation of runway 7/25 MIRLs, REIL & PAPI install and new electrical vault	24,000	5,250	750	207,500
Detroit Metro-Wayne Cty. Detroit	Letter of Intent	20,320,000	0	6,773,334	27,093,334
Dowagiac Municipal Dowagiac	Design of taxiway pavement rehabilitation & crosswind runway analysis	41,200	9,012	1,288	51,500

Airport Name & Associated City/County	Project Description	Federal \$	State \$	Local \$	Total \$
Delta County Escanaba	Rehabilitation & upgrade taxiway lights, including vault work and supplemental windcones; design SRE bldg.	346,750	9,125	9,125	365,000
Bishop Intl. Flint	Expand intermodal cargo apron	5,426,400	142,800	142,800	5,712,000
Fremont Municipal Fremont	Wetland delineation & design for parallel taxiway to runway 18/36	100,800	22,050	3,150	126,000
Gaylord Regional Gaylord	Rehabilitation, widening & MITLs for taxiway A, runway 18 extension, security gates & paint marking; design & construction of terminal parking lot	1,200,000	262,500	37,500	1,500,000
Gerald R. Ford International Grand Rapids	Perimeter Road, Phase III & ARFF access road	1,413,600	37,200	37,200	1,488,000
Oceana County Hart-Shelby	Land acquisition & Environm'tl Assessment	0	665,000	35,000	700,000
Roscommon County Houghton Lake	Wetland delineation for runway 27 and parallel taxiway extension; design of parallel taxiway extension to runway 27 end, including MITL & ditch cleanout	82,400	18,025	2,575	103,000
Houghton County Memorial Hancock	Purchase SRE material spreader, land reimbursement, design of entrance road rehab	660,250	17,375	17,375	695,000
Livingston County Howell	Land acquisition for parcels E24 & 35	472,000	103,250	14,750	590,000
Gogebic-Iron County Ironwood	Design of taxistreet and hangar site prep – phase I; commercial service terminal concept/budget report (reimbursement)	52,000	11,375	1,625	65,000
Kalamazoo/Battle Creek International Kalamazoo	Relocate taxiway B	1,588,833	2,316,600	294,567	4,200,000
Lakeview – Griffith Field Lakeview	Construct watermain to service terminal area; access drive to hangar area w/fencing	174,056	38,075	5,439	217,570
Capital City Lansing	Expand freight ramp; rehabilitate air carrier apron; approach 28L; site demolition & clearing, parcel 128; extension of runway 28L; property acquisitions construct DeWitt Rd with utility relocations – 2.5 miles	6,675,912	175,682	475,709	7,327,303

Airport Name & Associated City/County	Project Description	Federal \$	State \$	Local \$	Total \$
Dupont-Lapeer Lapeer	Land acquisition for approach protections to runway 18	72,000	15,750	2,250	90,000
Mason County Ludington	Design of MIRL rehab for runways 8/26 & 1/19, incl new segmented circle & windcone and beacon rehabilitation	20,800	4,550	650	26,000
Mackinac Island Mackinac Island	Terminal bldg expansion, Phase III and ALP update	150,000	32,812	4,688	187,500
Brooks Field Marshall	Rehabilitate runway 10/28 & MIRL	744,000	162,750	23,250	930,000
Sawyer International Marquette	Purchase ARFF vehicle, joint repair on rwy/twy; alarm system for ARFF bldg; joint repair & slab replacement rwy/twy; airfield lighting improvements; sand storage building	2,010,200	52,900	52,900	2,116,000
Oscoda County Mio	Land acquisition for approaches; preliminary engineering & surveying for runway 10/28 construction	150,000	32,812	4,688	187,500
Ontonagon County-Schuster Field Ontonagon	Design & wetland assessment/delineation for wildlife habitat removal; paint marking	27,337	5,980	854	34,171
Oscoda-Wurtsmith Oscoda	Design of rehab of taxiway E large aircraft maintenance hangar	19,920	4,357	623	24,900
Oscoda-Wurtsmith Oscoda	Construct large aircraft maintenance hangar	0	5,000,000	0	5,000,000

With respect to the project at Oscoda-Wurtsmith, Mr. Baker explained that the construction of the maintenance hangar is a joint private-economic development project. The Capital Outlay bill, which provides state funding and triggers federal expenditures, was recently signed into law by the Governor. As part of that bill, \$5 million in general fund monies was earmarked for construction of the maintenance hangar at Oscoda-Wurtsmith. The project is being constructed with all general fund money. The airport will use economic development funds to construct the hangar. Mr. Baker directed further inquiry regarding this project to Tom Salter, Manager of the airport, who was also in attendance.

Pellston Regional Pellston	Land acquisition; supplemental transfer for design of terminal expansion	791,100	20,818	20,819	832,737
Bois Blanc Island Pointe Aux Pins	Terminal building construction	150,000	32,812	4,688	187,500



Oakland County Intl. Pontiac	Runway 9R/9L 320' extension & RSA improvements	2,344,469	512,852	73,265	2,930,586
MBS International Saginaw	New terminal design; construct taxiway; new terminal land acquisition; acquire SRE broom; airfield marking; rehab blast pads rwys 5/23 & 14/32; wetlands mitigation; taxiway A rehabilitation	4,596,100	120,950	120,950	4,848,000
Chippewa County Intl. Sault Ste. Marie	Design for electrical vault upgrades; service panel & backup generator for airfield lighting; design for resurface taxiways E & C; SRE plow truck w/spreader; SRE sweeper attachment	463,600	12,200	12,200	488,000
Kirsch Municipal Sturgis	Design of parallel taxiway – runway 18/36	77,600	16,975	2,425	97,000
West Branch Community West Branch	Part 405 survey for approaches	24,000	5,250	750	30,000
Totals		55,197,056	10,219,018	8,315,046	73,731,120

The Chairman entertained questions from the Commission.

With respect to the project at Oscoda-Wurtsmith, Commissioner Everman inquired whether the development (maintenance hangar) would generate revenue.

Mr. Baker explained that the maintenance hangar would be large enough to accommodate 747s, which will be refurbished and repaired. The airport will own and lease the hangar to a company that will be doing the construction. The company conducting operations in the hangar will contribute funding, as will the MEDC, through HUD and other entities. The \$5 million in general fund monies of the \$11 million to \$15 million in construction costs is expected to create 200 to 300 jobs.

With respect to the project at the Oceana County Airport, Commissioner Everman inquired as to rationale for the expenditure of \$665,000 in state funds for a facility with 16 based aircraft.

Mr. Baker briefly outlined the process used for qualifying a project. He noted that an examination is made of all funding available, both federal and state, bond monies, et cetera, to determine the best use of the funds. Whether a project becomes state/local or federal/state/local project has more to do with the total funds available. In the case of Oceana, Mr. Baker explained that the project is one that has been on the back burner for some time. State and local funds will be used to complete an environmental assessment.

If an extension is warranted, the extension would be a federal/state/local project. He added, the environmental assessment would be somewhere in the neighborhood of \$100,000; that the bulk of the request has to do with acquisition of easements for existing approaches.

Noting that the Oscoda-Wurtsmith project is economic development based, Commissioner Prochazka inquired whether it is typical to bring such projects before the Aeronautics Commission.

Director Abent offered that the circumstances of the project are atypical in that general fund monies are being used. The expenditure was included as part of the Capital Outlay bill authorizing aviation funding for FY '07. Pursuant to that, it requires the approval of the Aeronautics Commission.

As a follow-up to prior actions taken by the Commission, Mr. Howd interjected that the Court of Appeals had reversed a lower court ruling having to do with the acquisition of a navigational easement at the Lenawee County Airport. In the prior ruling, the (circuit court) judge determined that the county must acquire all the residences in the area of the easement. On March 22<sup>nd</sup>, the Court of Appeals reversed that ruling and found it was wrong for the court to order the county to acquire all residences; that the value of the property is a question for a jury – “a good decision for aeronautics.”

There being no further questions of Mr. Baker, the Chairman entertained a motion to approve the 41 transfers identified previously.

Whereupon it was moved by Commissioner Adams, with support from Commissioner Everman, to approve the 41 transfers presented. By unanimous voice vote, the MOTION CARRIED.

At this juncture, the Chairman allowed Mr. Baker to continue with the supplemental transfers processed subsequent to the last meeting, January 24, 2007.

Mr. Baker identified two supplemental transfers signed since the last Commission meeting:

Traverse City, Cherry Capital: A one (1) percent increase in local funds only has been approved for purposes of constructing a Snow Removal Equipment building. The additional funds are necessary due to items requested by the local airport that are ineligible for the state/federal program. The original cost of \$6,500,000 is thereby increased by \$52,959, resulting in a total project cost of \$6,552,959.

West Branch, West Branch Community Airport: A fifteen (15) percent increase in federal/state/local funds has been approved to fund the Environmental Assessment for the runway safety area (runway 9 end). The original cost of \$60,000 has been increased

by \$9,000, resulting in a total project cost of \$69,000.

No official action is required on the supplemental transfers.

The Chairman directed Mr. Baker to continue with the next item, an update on the Charlotte Airport. He advised that comments concerning the project would be taken during the Public Comment period.

#### IV. DISCUSSION

##### A. Charlotte Airport

Mr. Baker reported that a feasibility study commissioned by the City of Charlotte is proceeding according to plan. A final report will be released at the end of April.

The Chairman thanked Mr. Baker and returned to the agenda. He called on Matt Brinker, Aviation Specialist, for a briefing on the Essential Air Service program.

##### B. Essential Air Service (EAS)

With the aid of PowerPoint, Mr. Brinker provided an overview of this program, paraphrased as follows:

As recently as the late '70s, air carriers were still operating under the Federal Aviation Act of 1958, which required Civil Aeronautics Board approval for all routes and fares charged. In 1978, 746 communities received service under the Federal Aviation Act of 1958. This was a highly inefficient process, and in 1978 Congress passed the Airline Deregulation Act which removed fare, schedule and route restrictions and allowed market forces to drive the industry. Critics of deregulation voiced concern for smaller communities with only a small number of flights per day. The result was the creation of the Essential Air Service program and preservation of a basic link to medium and large hubs. Any airport originally receiving air service prior to October 24, 1978, was afforded protection under the EAS program.

In 1990, largely due to budget constraints, any airport within a distance of 70 miles of a medium or large hub airport was no longer considered eligible. In Michigan, these airports included Battle Creek, Jackson, Detroit City, Menominee and Benton Harbor, and they were hastily eliminated from EAS protection. In addition, if a subsidy of more than \$200 per passenger was required to maintain service and they were within 210 miles of a medium or large hub, they were no longer eligible for protection under the program.

The EAS program was established to maintain a minimum level of service and connection to the national air transportation system. The US DOT may hold in a carrier that desires to leave a community protected by the EAS. The program, authorized

through 1988 and extended in 1998, will be up for renewal in 2008. The bureau will be watching closely to see how this will impact on Michigan communities.

The EAS program basically provides two daily roundtrip flights to a medium or large hub airport with no more than one intermediate stop. Generally, aircraft of 15 seats or more are required on these routes. Air carriers who operate at a loss under this program receive subsidy from the US DOT. Subsidies may also be used to recruit or retain, if necessary, on a reimbursable basis. Currently, 154 airports are subsidized throughout the country (Alaska receives the most, with 30 + eligible airports).

Michigan's subsidized airports are located in Ironwood, Manistee, Iron Mountain, and Escanaba with service via Skyway (Midwest Connect) to Milwaukee. The Skyway contract will terminate in May 2008. Gogebic County Airport in Ironwood, serviced by Midwest Connect with twice daily round trips to Milwaukee and one stop at Beaver Island, receives a \$400,000 subsidy. Great Lakes Airlines (the sole bidder) will take over this service and provide twice daily service to Milwaukee via Beaver Island, Iron Mountain or Escanaba.

Ford Airport in Iron Mountain is also serviced by Midwest Connect and has one more flight to Milwaukee than Ironwood (two are nonstop, and one stops at Sawyer in Marquette). Ford Airport receives \$600,000 in federal subsidy. On June 1<sup>st</sup>, Great Lakes will take over this service as well.

Mainstee Blacker Airport in Manistee is also serviced by Midwest Connect, and has two flights per day to Milwaukee via Muskegon. The airport receives approximately \$750,000 in subsidies. Great Lakes Airlines is anticipated to be the carrier to take over this twice daily service to Milwaukee.

Delta County Airport currently operates with Midwest Connect, as well, three times a day with one stop at Sawyer, and receives \$900,000 in subsidies. The US DOT will decide which of the two carriers will continue subsidized service for Delta County. Mr. Brinker noted that the battle for continued subsidized funding for Michigan's airports is hard fought on a yearly basis due to the reauthorization process.

Mr. Brinker highlighted future challenges for the EAS program, starting with unpredictable or inadequate funding. Many of the communities that enjoy these subsidies will likely never reach the ultimate goal of total self-sufficiency. A limited schedule is another big issue. Mr. Brinker bemoaned the departure of Midwest Connect, which has been extremely reliable. He invited questions from the Commissioners.

With no questions forthcoming, the Chairman thanked Mr. Brinker and called on Scott Woody, Airport Manager, Gaylord Regional Airport, for a status update on the airport.

C. Gaylord Regional Airport Update

Mr. Scott Woody, Manager, Gaylord Regional Airport, appearing on behalf of the community, county commissioners, and the airport board, thanked the Commission and the bureau for their continued support for projects at Gaylord. He shared slides and briefed the Commission on the airport, paraphrased as follows:

The project to construct a new terminal, spanned nearly two years, and involved all the stakeholders. Mr. Woody praised the members of an advisory committee, who guided the airport throughout the process, and the community for embracing the airport. An artificial turf putting green will be an added feature in the near future. Private funds from the business community covered much of the cost of interior furnishings. He thanked staff of the bureau for its assistance and the hospitality extended during his first year on the job. He invited questions.

Director Abent remarked that the project is a model for terminal construction.

Chairman Collins thanked Mr. Woody and opened the floor to comments from the public.

#### V. PUBLIC COMMENT

Mr. Don Colizzi, appearing on behalf of the townships surrounding the Charlotte Airport, reported that opponents are united against the relocation of the airport and acquisition of land through eminent domain. He questioned the justification for a new airport, considering its proximity to the Capital City Airport in Lansing. He related that the Charlotte City Counsel had voted 4 to 3 against using eminent domain. He added, although the counsel is divided, the townships are not – over 800 residents of the city proper have signed petitions opposing the relocation of the airport and use of eminent domain. He urged the Charlotte City Counsel to maintain the airport at its current location and asked for the Commission's support in this endeavor.

Mr. Ron Hunt, Eaton Township Trustee, voiced opposition to the expansion of the airport. He advised that through the Freedom of Information Act, information has been obtained that would challenge figures used to justify need.

Mr. Dave Roberts, President of Citizens United Against Relocation of the Charlotte Airport, spoke from the perspective of the agricultural community. He highlighted his involvement in local planning activities. He reported that one of the proposed sites would require the taking of three of his farms or 1200 acres to create a 5000-foot runway. The proposed runway, he noted, would cross two sections of his land and require the relocation of a public road. He asserted that townships had been left out of the planning process and opined that relocating the airport on his property would cause property values to go down. The Charlotte community, he stressed, does not need an airport of the size under consideration, which would constitute urban sprawl. The townships, he noted, are not opposed to expanding the airport at its present site, rather to relocating it to the

townships.

There were no further requests for public comment.

The Chairman instructed that the Commission has no official say in where an airport should be located and only provides assistance once a decision has been reached. He advised that MAC Director Rob Abent's report would be deferred to a future date.

The Chairman announced the date for the next meeting, May 30, 2007, and gave the meeting to a close.

Whereupon the meeting adjourned at approximately 11:40 a.m.

\_\_\_\_\_  
Director

\_\_\_\_\_  
Chairman

Dated: \_\_\_\_\_